



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Izembek National Wildlife Refuge
P. O. Box 127
Cold Bay, Alaska 99571



MEMORANDUM

April 11, 2005

To: Files

Thru: Todd Logan, Refuges & Wildlife
Anchorage, AK *Todd Logan* 4/18/05 *I agree*

From: Refuge Manager, Izembek NWR (74520)
Cold Bay, AK

Subject: Changes to King Cove Road plans and the existing 22 (g) Compatibility Determination

This memorandum to the files pertains to the requested modifications to changes in the King Cove Road Access hovercraft terminal site and disposal of unusable materials in the King Cove Road corridor. A compatibility determination of the Section 22(g) lands planned for use in the Aleutians East Borough King Cove Access Project was completed on November 17, 2003. This compatibility determination was completed with the following information:

The project would consist of a 5.6 mile long road with a 12 foot wide travel lane, an average toe to toe road footprint of 53.2 feet for a total footprint of 29.5 acres. The hovercraft terminal area would consist of a total foot print of 5.43 acres (4.94 acres above high tide line and 0.39 acres below high tide line). Disposal of volcanic ash (unsuitable material) would be located at road mile 13.2 (Station 2700) and would have a total foot print of 2.0 acres with a volume of 16,000 cubic yards (87,120 square feet).

Since this compatibility determination was completed, additional information was gathered during the engineering/construction phase of the project which indicated that changes were needed to the existing plans.

Changes to the hovercraft terminal site include shifting of the southern boundary of the foot print into the hillside (an additional 90 foot); excavation of south hillside to protect building from snow drifting and as a borrow source for the site; increase of the width of the access ramp (from 80 feet to 100 feet); increase in the terminal building to accommodate a larger hovercraft (from 82 feet x 110 feet to 98 feet x 122 feet);. These changes will enlarge the terminal foot print to 7.3 acres.

Waste materials are now estimated to be double what was originally planned (from 87,120 square feet to 212,000 square feet). Rather than locate all of this waste at one site in a very large pile, it was requested that it be divided between five excavation sites along the road corridor. This will provide for a larger disposal capacity, minimize major discharge of waste to surface water, allow for waste to match the

surrounding topography, and reduce the long term maintenance of the sites.

These proposed changes would occur on King Cove Corporation, ANCSA 22(g) surface estate lands. The subsurface lands are owned by the U.S. Fish and Wildlife Service (USFWS). The closest adjacent Refuge lands would be between 0.5 mile and 1.5 miles from the project site (no change from original 22(g) compatibility determination. After a review of these proposed changes and the existing compatibility determination, it is determined that these changes will not substantially change the project and therefore will not require a revised compatibility determination. The finding of the original compatibility determination would still be applicable: "Based on these project modifications, the construction and operation impacts to adjacent Refuge lands and waters from/to noise, soils, water quality, terrestrial and wetland habitats, fish and wildlife have been determined to be none to negligible". These changes must comply with Section 404 of the Clean Water Act (no fill in wetlands or stream corridors), National Pollutant Discharge Elimination System Permit 40CFR Part 122 (Clean Water Act Section 319), the Fish and Wildlife Protection Plan for the project, Cultural Resource Regulations (including Notification of the State Historic Preservation Officer if excavation of the waste sites impact cultural resources) and stipulations of the original compatibility determination including revegetation of disturbed areas with native plant species.

Any other changes to these plans, not specifically listed in the above memorandum, would require a reevaluation of the 22 (g) compatibility determination.

Sandra M. Siekaniec